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SEVENPENCE.

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HORSES AS WELL AS MEN MASKED AGAINST GAS! A FRENCH AMMUNITION-TEAM ABOUT TO ENTER THE DANGER ZONE.

Poison-gas affects all living creatures, and special precautions have to be adopted with animals, as well as with men, who have to enter danger zones. Of soldiers in gas-masks we have given many illustrations in previous issues; and we have also illustrated dogs employed in the war wearing gas-masks. Here we have yet another departure—gas-masked horses. The men and horses seen are French, the leaders of a team just halted on the outskirts of a danger zone, after having put on the gas-masks. For the horses, in particular, gas-masks are used with teams bringing up ammunition to the

firing front. As shown above, the masks look very like ordinary nose-bags. The regulations are strictly enforced, and the arrangements in connection with them are very practically organised as to details. Along the edge of the danger areas, wherever the convoy roads enter possible poison-gas zones, sentries are kept posted beside notice-boards which bear painted on them in large letters: "Attention. Nappe de Gaz." The sentries' orders are to let nobody pass without masking. Every ammunition or other convoy moving to the front halts, and is masked and inspected.

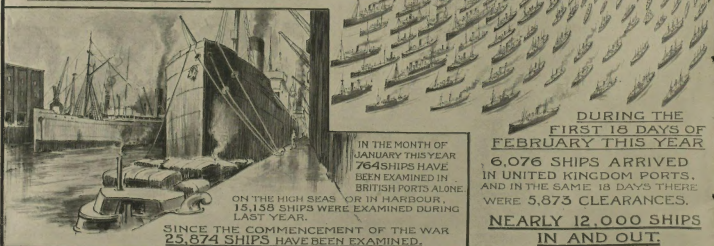
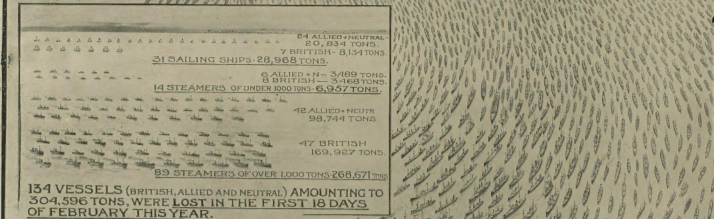
PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.

THE RELATIVELY SMALL SUBMARINE TOLL, AND THE VAST

DRAWN BY OUR SPECIAL



CLEARANCES 5,875 SHIPS.



SIR EDWARD CARSON'S IMPRESSIVE FIGURES: DIAGRAMS SHOWING OUR VOLUME OF

Our artist has put into a pictorial form which is more striking than words the remarkable statistics given recently in his speech by the First Lord of the Admiralty, Sir Edward Carson. Particularly impressive is the diagram illustrating the huge volume of shipping that safely reaches and leaves our shores, as compared with the proportion sunk by German submarines. The diagram contains the exact number of ships—ships—that arrived in ports of the United Kingdom during the first 18 days of February, a period chosen deliberately because Sir Edward Carson spoke on February 25, and had the figures as nearly up to date as possible. Had the artist added the 373 ships which cleared from United Kingdom ports during the same period, his imposing fleet would have been nearly doubled. The First Lord also dealt upon the immense amount of work done by the Navy in examining ships in connection with our blockade of Germany. "Since the commencement of the war," he said, "we have examined 25,674." To visualize the number of vessels it was necessary to draw a vast

WORK OF THE NAVY: ADMIRALTY STATISTICS IN DIAGRAM.

ARTIST, W. B. ROBINSON.



SHIPPING: THE PROPORTION SUNK; AND THE NAVY'S BLOCKADE AND TRANSPORT WORK.

fewer than four times the number shown in the above-mentioned diagram. With regard to the diagram illustrating the percentage of armed and unarmed merchantmen respectively lost after being attacked by submarines, it must be remembered that these are percentages only of the total number attacked, and not of the whole volume of shipping. Very impressive, too, were the figures given by Sir Edward Carson regarding the transport work of the Navy. From the beginning of the war up to October 30 last, the Navy had transported across the seas 8,000,000 troops, 9,000,000 tons of explosives and material, 47,304,000 gallons of petrol, over 1,000,000 sick and wounded, and over 1,000,000 horses and mules. Further figures on the submarine question are now issued weekly. In the week ending February 25, there were 200 arrivals and 200 sailings of merchant vessels (over 100 tons net) and from United Kingdom ports. Of British merchant vessels 21 were sunk by mine or submarine and 12 were attacked unsuccessfully. Four British fishing-vessels were sunk—(Continued in the Great Ships and Goods)



By G. K. CHESTERTON.

IT would be counted a very impudent paradox to say that this war has been an orderly and even an uneventful one. But some such paradox is needed as a sharp corrective to the picture of mere chaos and accident so commonly painted. The daily journalist must, I suppose, dip his brush in earthquake and eclipse; but even eclipses and earthquakes follow the great curves of natural law, and I suspect that the curve of the great war, though a gradual, will ultimately be found to be a simple one. Daily journalism has to deal with every danger that *might* alter it; but it will be greatly simplified if we look back and see how very little such dangers *have* altered it. It must be remembered that the mildest progress could be made to look irregular if each of its possibilities was announced in a somewhat panic-stricken fashion. A gentleman walking down the street from his place of business to his house might seem to be thwarted and thrown hither and thither like Ulysses on his wandering way back to Ithaca. We could be told that a chimney-pot was very loose, but it had *not* fallen on him; that a paving-stone was very slippery, but he had *not* slipped on it; we could be warned that he was very short-sighted and careless about crossing the side streets, and shudder as taxi-cabs and cars shot past him; we could watch with bated breath as he passed a policeman, who was said to be eyeing him with suspicion, and breathe again when he was not arrested. And all the time the traveller himself might be only conscious of going home as quietly and as quickly as possible to his tea.

It would be fantastic, of course, to represent any war as being as regular as this; but I fancy there is many an individual soldier, even in an important post, who has been doing his duty for three years and been almost as unconscious of the crises and escapes which have played with the nerves of the newspaper-reader. But even a newspaper-reader can see the truth for himself if he will only look back through a file of old newspapers. It is, by the way, the one thing that most newspaper-readers never do; and it is a sobering and enlightening experience. If they did, I repeat, they could see for themselves that there has been a large and fundamental simplicity about the real course of the war. That Germany should first strike Westward with heavy man-power; when that failed, strike Eastward with heavy munitionment; when that failed, break the third and weakest of the Allies, and bribe a neutral with its spoils; when another weaker Ally appeared, strike at that weaker Ally and simultaneously suggest peace; and, when that came to nothing, fall back on the most furious atrocity of war, while at last beginning to withdraw her armies—all this seems to me, who have no special knowledge, a very logical and natural process, probably the only process after the first failure in the West. But most men's wits are still tottering with the terrors of what might have happened—or what they were told might have happened. Russia was supposed to have "made her contribution," and collapsed after Warsaw; but she did not. A conquered Serbia was supposed to be the key to our Asiatic possessions; but, to say the least of it, the key seems to have got mislaid. The capture of Bucharest was supposed to be the first great "hammer-blow" of Hindenburg; but his hammer-

blows seem to have died away into a very unobtrusive tapping. If we look back now upon all these much advertised interruptions, we shall find that the largest and most lucid fact about them is that they did not interrupt. The chimney-pots of Warsaw did not fall on our heads; the traffic between the Balkans and Bagdad did not run over us; the very pompous policeman named Hindenburg did not arrest us—or arrest the march of retribution.

The readers of newspapers have, in fact, suffered from an optical illusion. It is similar to the type of optical trick which certain advertisements often offer

to be relieved by pantomimes and revues in war-time, but not by representing the war itself as one long pantomime, full of knockabout entrances and exits, or as one interminable revue, in which no one incident has any connection with any other. The Yellow Press ought not to have given us the blues merely to create a more lively colour-scheme. It ought not to have depressed people merely in order to brighten them up. The real story was at once much more humdrum and much more hopeful than could be gathered from those who insisted on using the last rockets that could be sent up as signals of distress, because the crowd would be dull without fireworks.



THE PRIME MINISTER AND THE MAN WHO WAS "MORE THAN A FATHER" TO HIM:
MR. LLOYD GEORGE WITH HIS UNCLE, THE LATE MR. RICHARD LLOYD.

Mr. Lloyd George's uncle and foster-father, the late Mr. Richard Lloyd, died at Criccieth on February 28, aged 82, and the Premier attended the funeral there on March 3. Mrs. Lloyd George, who was with Mr. Lloyd at the end, wrote, in a letter cancelling an engagement: "He has been more than a father, and Mr. Lloyd George owes everything to him." Mr. Lloyd, who was a brother of the Premier's mother, took her and her children to live with him on her husband's death. He was formerly a shoemaker, and was unpaid pastor of the Disciples' Baptist Church at Criccieth for 58 years. Our photograph was taken some few years ago, but is the best one of Mr. Lloyd that was obtainable.—[Farrington Photo. Co.]

to our eye—a trick by which a line could be made to look much less clear than it is by placing other lines at certain angles to it. By drawing fantastic maps with arrows pointing to India or China, or the Great Gromboolian Plain, it has been possible to confuse the curve that runs round the besieged Germanies. The very fact that the process was slow, and that therefore the real line was almost stationary, made it easier to turn the eye away from it, for such digressions were at least diversions from the dull horror of a protracted war. Nevertheless, war ought not to have been an occasion for being diverted—in either sense of the word. The strain upon human nature ought

The very real problem with which the nation is now grappling, the problem of the submarines, may easily be used as another example of diversion; but it is, in fact, another example of continuity. It is not the only example in which what may seem like a break is really rather a culmination. In a cross-examination, or any dialogue of a detective kind, the supreme climax will probably be an attempt to change the subject. In the long battle with Germany, the supreme crisis is an attempt to change the battlefield. There is a rhetorical phrase, that has been used in many wars, about driving the enemy into the sea. There is a real, although a new and limited, sense in which the Germans have been driven into the sea. Just as it might well be maintained that at certain points there was nothing for them to do but to defeat the Serbians, and nothing for them to do but to defeat the Roumanians, so (when these things had been done, and done in vain) it may well be said that there is nothing for them to do but to declare war on all maritime commerce, even at the risk of making enemies of everybody. In the former case, Pyrrhic victories might be almost as bad as defeats; but they might also be almost as involuntary as defeats. In the latter case, it might be necessary to add to one's enemies even in order to diminish them. It may have seemed better to fight America than to lose the last possibility of fighting anybody. It is the only thing to be done, even if they burn their boats by sinking ours. I am not here concerned to say that things are satisfactory, but simply that they are logical. Anyone who ardently desires to do so has a right to look at the future with doubt; I only say he has no right to look at the present with surprise.

Touching the truth about war, I do not know what is meant by optimism and pessimism; but I do know what is meant by order and anarchy. I do not know what an optimist is like; but I know that there are men who have from the first considered the central knot of the war, traced its real convolutions, counted what could be counted and discounted what could not, made an intelligible map of the whole matter, and waited. And I do not know what a pessimist is like; but I know that there are men who have from the first believed every German bluff, trusted to every German feint, feasted German vanity and trumpeted German good fortune, fled from every German bogey and fallen into every German trap; and who have actually described all this tomfoolery as taking the war seriously.

BY SEA AND LAND: A GERMAN CRIME; AND ITEMS FROM FOUR FRONTS.



DOGS OF WAR IN HARNESS: A BELGIAN MACHINE-GUN CARRIAGE ON A ROAD NEAR THE NORTHERN FRONT.

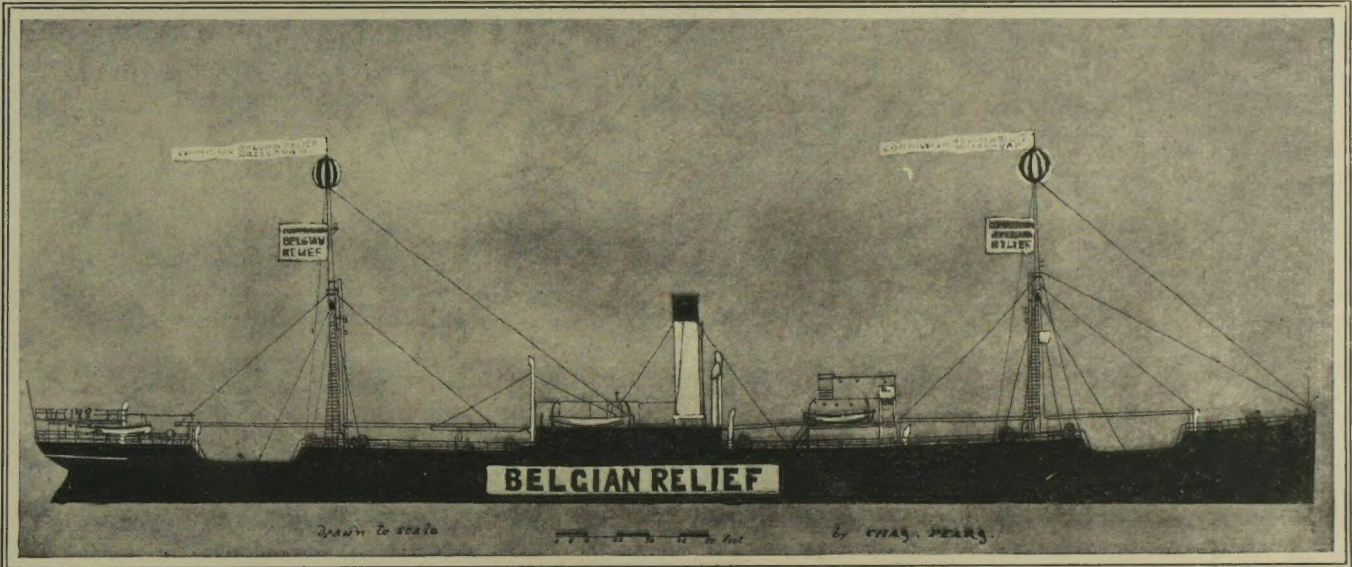
The Belgian Army makes considerable use of dogs for drawing machine-gun carriages and other light vehicles. Dogs are employed in various armies also for patrolling, scouting, sentry duty, and ambulance work.

French Official Photographs.



GREEK VENIZELIST SOLDIERS IN STEEL HELMETS: AN INFANTRY COLUMN ON THE MARCH IN MACEDONIA.

Numbers of Greek troops of the Venizelist forces raised at Salonika are assisting the Allies in the Balkans. Most of those in the photograph, it will be noted, have been provided with steel helmets.



A FLAGRANT CASE OF WANTON GERMAN BARBARITY THE BELGIAN RELIEF-SHIP "LARS KRUSE," TORPEDOED, AND SUNK WITH THE LOSS OF ALL HANDS BUT ONE, DESPITE HER UNMISTAKABLE MARKINGS.

The relief-ship "Lars Kruse," a Danish vessel carrying an important cargo of maize for Belgium, was torpedoed by a German submarine on February 3 and sunk with all the crew but one. The same fate befell another Belgian relief-ship, the "Euphrates," just before the German declaration of unrestricted submarine warfare. These dastardly outrages are among the worst in the long list of German crimes. Both ships were duly provided with the flags and markings of the Neutral Relief Commission, which, as

our drawing shows, were so conspicuous as to admit of no possible mistake. At each masthead was a collapsible ball in red-and-white stripes with a pennant 50 ft. long inscribed "Commission Belgian Relief, Rotterdam." Lower down the masts were flags lettered "Commission Belgian Relief." For the benefit of aircraft, two canvas cloths, marked "B. R." in huge red letters, were stretched across the deck. —[*Drawn to Scale by Charles Pears. Copyrighted in the United States and Canada.*]



WHITE UNIFORMS FOR PROTECTIVE COLORATION IN THE SNOW: A FRENCH PATROL OF SKI-RUNNERS JUST STARTING OFF.

The use of white uniforms and clothing as protective coloration when the landscape is covered with snow is not, of course, a novelty at this stage of the war. The device was adopted during the first winter,



WHITE CLOTHING AS PROTECTIVE COLORATION USED BY THE ITALIANS IN THE ALPS: A SOLDIER TAKING FOOD TO THE TRENCHES.

and is now common in most armies. Ski-running is practised both by the Italian Alps and the French Chasseurs Alpins in the Vosges; also by the Russians.—[*French and Italian Official Photographs.*]

UNMOLESTED BY SUBMARINES: "LONELY" U.S. BLOCKADE-RUNNERS.

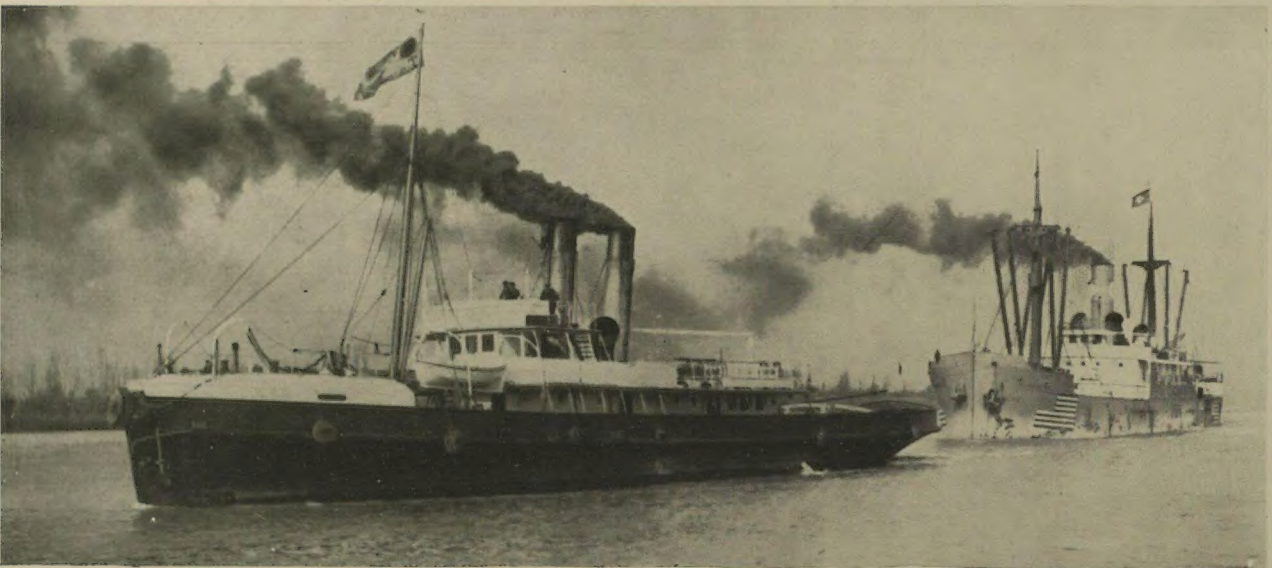
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, PHOTOPRESS, AND C.N.



WITH THE STARS AND STRIPES, HER NAME, AND PORT CONSPICUOUS ON HER SIDES: THE "ORLEANS" ON HER ARRIVAL AT THE PORT OF BORDEAUX.



A CIVIC WELCOME FOR THE "ORLEANS" AT BORDEAUX: CITY OFFICIALS AND FRENCH OFFICERS COMING ON BOARD.



REFLOATED AFTER GOING AGROUND IN A FOG IN THE GIRONDE ESTUARY: THE "ROCHESTER" IN TOW BY A TUG ASCENDING THE RIVER ON HER WAY TO BORDEAUX.



WITH HER NAME AND NATIONALITY PAINTED IN COLOSSAL LETTERS: THE "ROCHESTER" IN HARBOUR AT BORDEAUX.



AS LONELY AT SEA AS CHRISTOPHER COLUMBUS: CAPTAIN TUCKER, OF THE "ORLEANS," CARRYING A BOUQUET IN THE PROCESSION.

The two unarmed American cargo-boats, "Orleans" and "Rochester," of the Oriental Navigation Company, were the first U.S. ships to leave for the war-zone after Germany had announced unrestricted submarine warfare. They sailed from New York on February 10 for Bordeaux, their voyage being regarded as a test of the German "blockade." The "Orleans" arrived safely at the mouth of the Gironde on February 26, and later entered Bordeaux Harbour. The city officials went on board and were greeted by Captain Tucker and his officers, who were fêted at the Hôtel de Ville. The party

walked thither in procession, amid cheering crowds, headed by the Captain carrying a bouquet. "We saw no submarines," he said, "or any other German vessel; in fact, we were most lonely on the ocean, and I felt like Christopher Columbus." The "Rochester" reached Pauillac, on the Gironde estuary, on March 1. On the way she went aground in a fog, but was refloated, and anchored in Bordeaux Harbour amid cries of "Vivent les États Unis!" Gala performances were given in honour of the crews; and the owners presented the Mayor of Bordeaux with a cheque for £2000 for war charities.

IN SEARCH OF SUBMARINES: NAVAL AIR-SCOUTS STARTING FOR A FLIGHT.

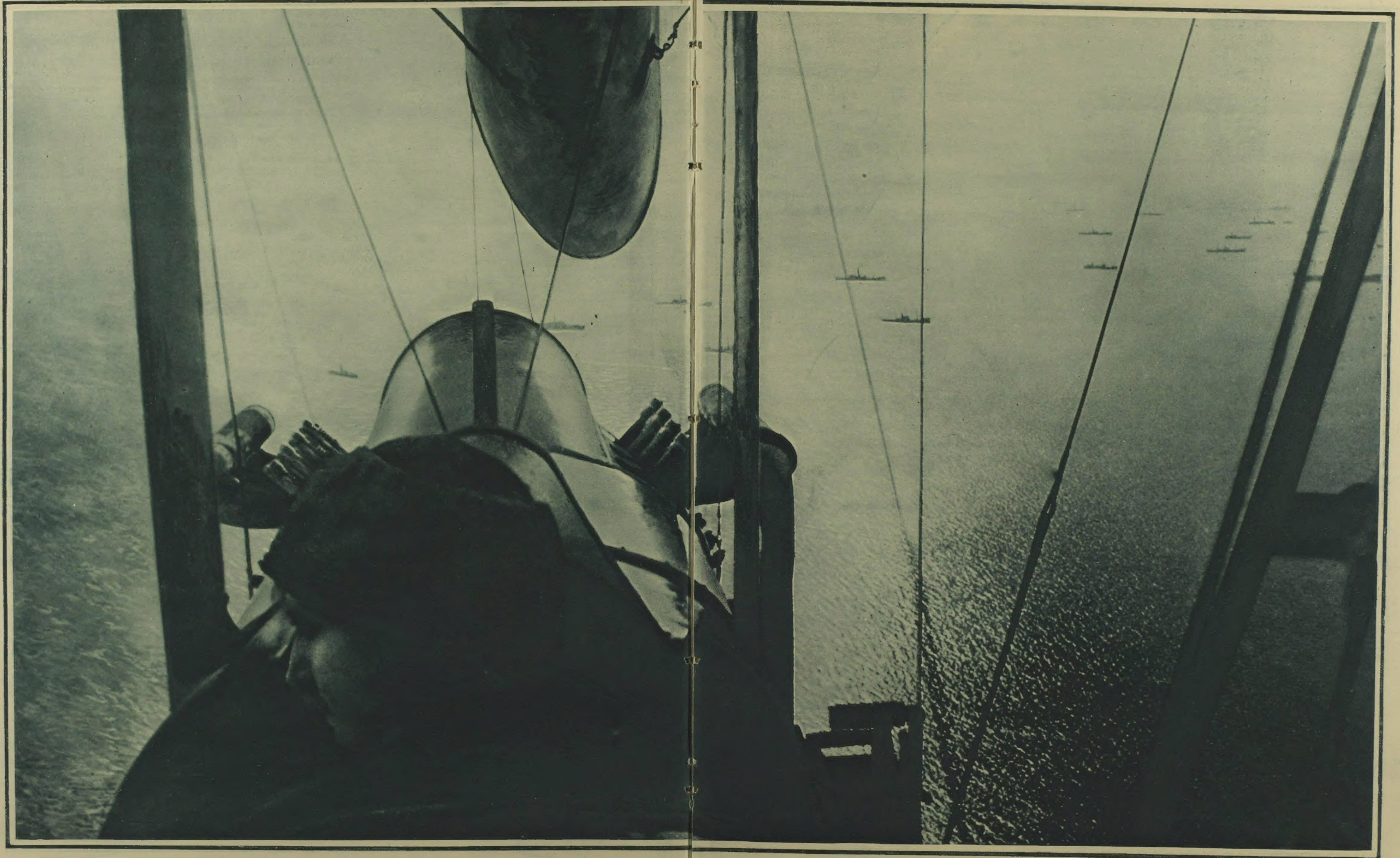


WITH A CAR SLIGHTLY MODIFIED FROM THAT OF AN AEROPLANE: A TYPE OF SMALL ALLIED NAVAL DIRIGIBLE USEFUL FOR SUBMARINE-HUNTING.

This photograph, from a French source, gives an excellent view of the car of one of the small naval dirigibles used for scouting and observation, as it appears in flight. The head of the pilot can be seen near the front of the machine, with the observer sitting behind him to the left. The whirring blades of the propeller can be faintly discerned just above the right wheel. The car is a slight modification of that of an aeroplane.

As mentioned on the double-page following, the little scouting airships were first introduced by our own Navy, and have been found very useful in tracking submarines, which can be seen when under water in clear, calm weather. A dirigible can itself attack a submarine by dropping bombs upon it. Provided as it is with wireless apparatus, a scouting airship, on sighting a submarine, at once communicates with the patrol-boats.

A SUBMARINE-CHASER OF THE AIR: A REMARKABLE PHOTOGRAPH FROM A SCOUTING NAVAL DIRIGIBLE.



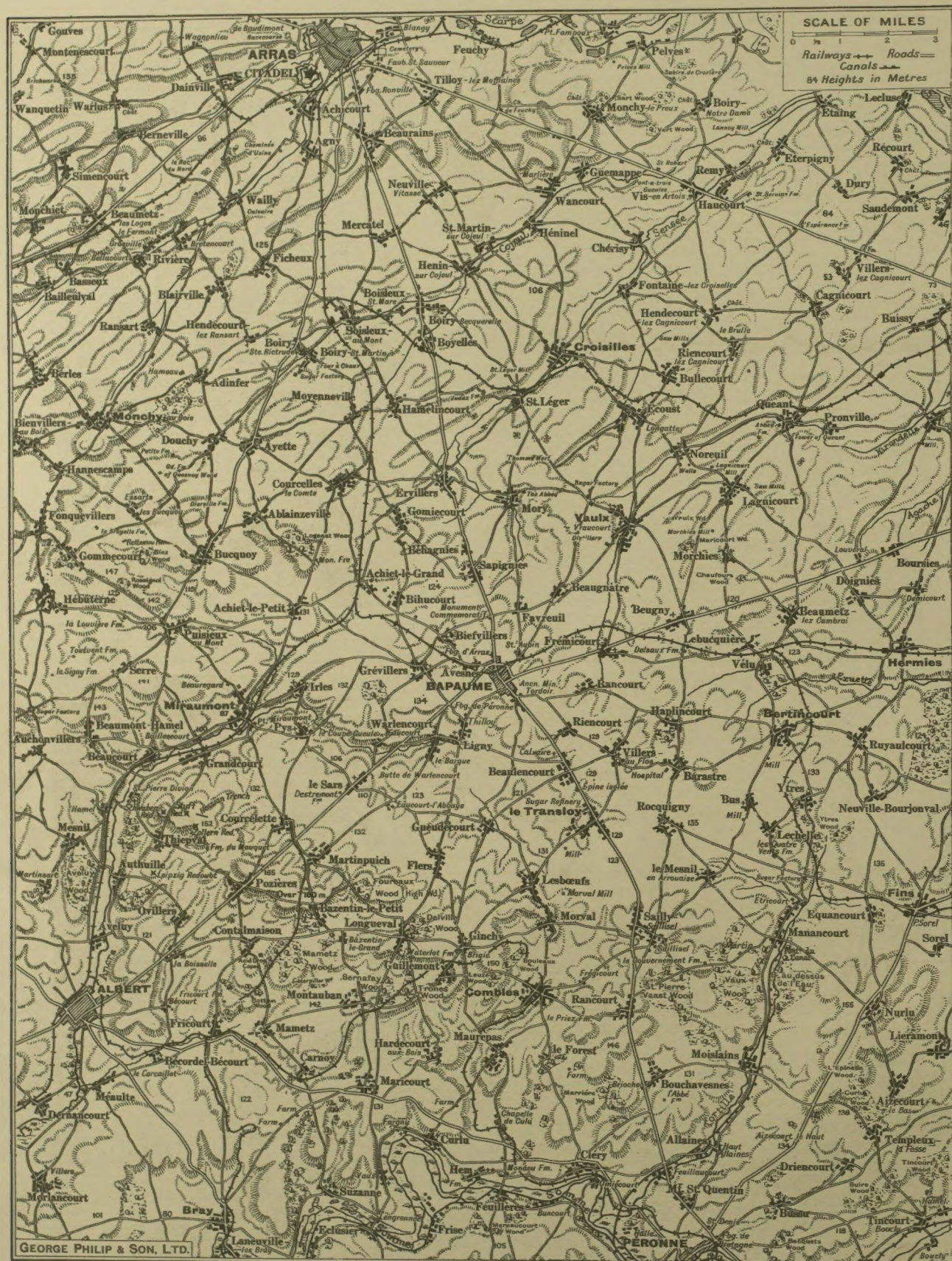
ONE OF THE "EYES" OF THE FLEET USED AGAINST SUBMARINES: AN ALLIED NAVAL DIRIGIBLE PASSING OVER A ROADSTEAD ON ITS RETURN FROM A RECONNAISSANCE.

Many wonderful war-photographs taken from the air have been reproduced from time to time in our pages, but they have for the most part been taken from aeroplanes flying over land, and have illustrated the warfare of the trenches. The photograph given above was taken by the observer of the scouting naval airship whose pilot (and part of the car) is seen in the foreground, and shows far below the wide waters of a roadstead with a number of ships. "The British, who were the first to make use of these airships," writes M. Raymond

Lestonnat in "L'Illustration," "have christened them the 'eyes' of their fleet. It is well known that, from a certain height, submarines can readily be detected under the surface. These dirigibles, from which observation is easy, are thus invaluable. Moreover, they are armed with bombs, by which they can themselves attack an enemy submarine which they have discovered, at the same time signalling its presence to the patrol-boats."

THE GERMAN RETREAT: A MAP OF THE COUNTRY AROUND BAPAUME.

SPECIALLY PREPARED FOR "THE ILLUSTRATED LONDON NEWS" BY MESSRS. GEORGE PHILIP AND SON.



WHERE OUR TROOPS HAVE "FORCED THE ENEMY TO QUIT CAREFULLY PREPARED AND STRONGLY FORTIFIED POSITIONS":
THE TERRAIN OF THE GERMAN RETREAT AND THE BRITISH ADVANCE ON THE ANCRE.

In view of recent movements on the front in France, it is interesting to obtain a general idea of the geography of the country where the British troops have followed up the German retreat. We have, therefore, had this map prepared to assist our readers in studying current events. His Majesty the King, it will be remembered, said in his congratulatory telegram to Sir Douglas Haig: "I wish to express my admiration for the splendid work of all ranks under your command in forcing the enemy by a steady and persistent pressure to quit carefully prepared and strongly

fortified positions." The progress made up to March 1 was summarised in an official despatch from General Headquarters as follows: "During the month of February we have captured 2133 German prisoners, including 36 officers. The following villages have also been captured by us or surrendered to us by the withdrawal of the Germans: Ligny-Thilloy, Thilloy, Le Barque, Warlencourt, Pys, Miraumont, Petit Miraumont, Grandcourt, Puisieux-au-Mont, Serre, and Gommecourt." On March 4 were announced a successful British attack near Bouchavesnes and an advance near Gommecourt.

A SCOUTING AIRSHIP AT WORK: HAILING A NEUTRAL: AND COASTING.



HAILING A NEUTRAL SHIP FROM THE AIR: AN ALLIED NAVAL DIRIGIBLE OPERATING AT A LOW ALTITUDE—ABOUT 230 FT.



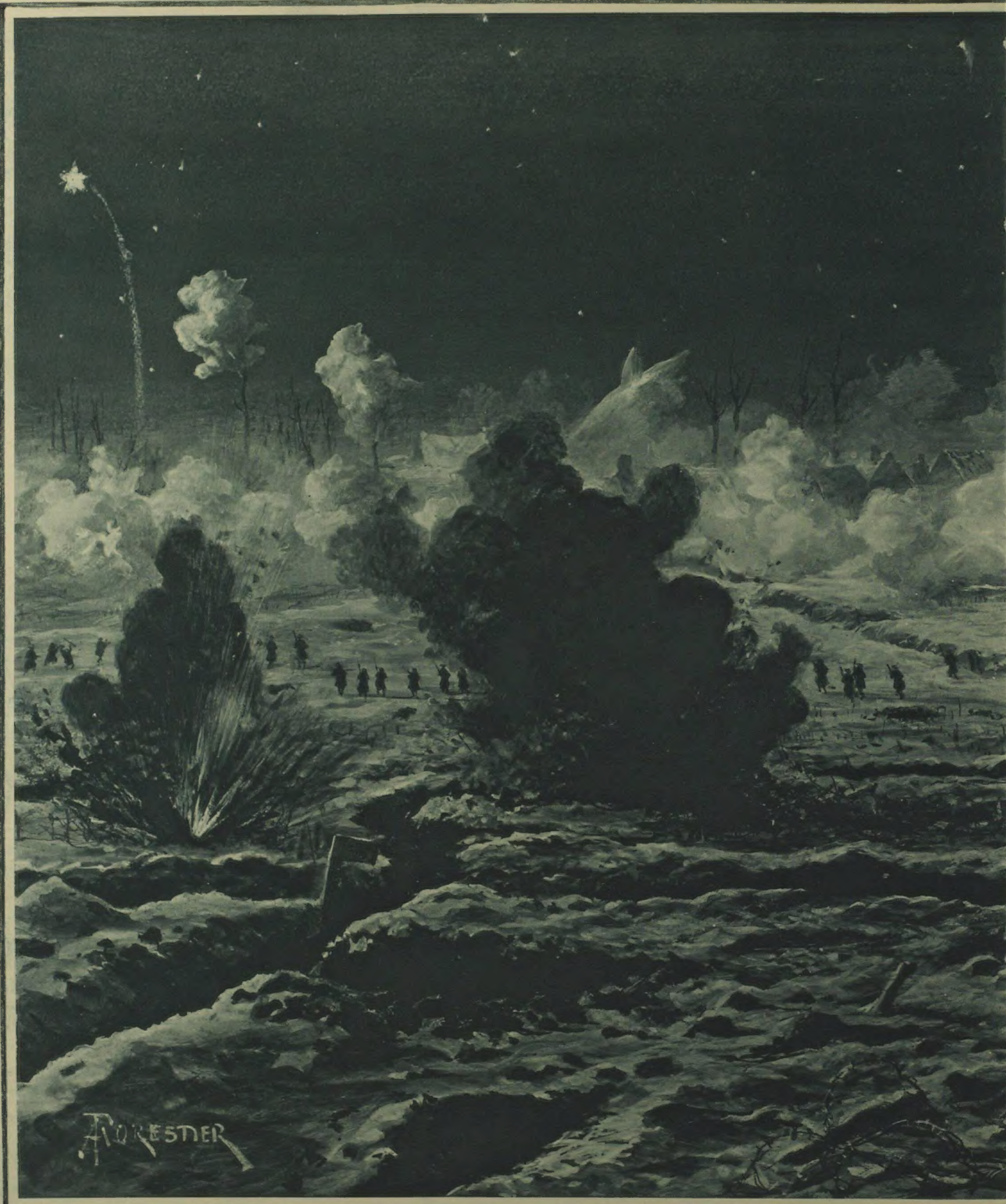
A COAST-LINE PHOTOGRAPHED FROM THE AIR AT 1000 FT.: A NAVAL AIRSHIP JUST ENTERING A CLOUD.

Like those given on the preceding pages, these photographs were taken on board an Allied naval scouting dirigible, part of which can be seen in the foreground in each case. The upper illustration is of interest as showing how an airship can get into communication with a steamer on the sea below. The vessel is a neutral, and the airship is flying only

some 230 ft. above the water. The lower photograph was taken from a scouting dirigible flying at a height of a little under 1000 ft., along part of the French coast. In the left-hand top corner may be noted a cloud which the airship is just about to enter. The photograph also shows how objects under water—in this case—are visible from the air above.

ONE REASON FOR THE GERMAN RETREAT: THE CONTINUAL

DRAWN BY A. FORESTIER FROM



BRITISH PRESSURE—AN INFANTRY ATTACK ON THE SOMME.

MATERIAL RECEIVED FROM AN EYE-WITNESS.



FOLLOWING CLOSE BEHIND THE LINE OF BURSTING SHELLS FROM OUR ARTILLERY'S

Various theories have been suggested to explain the German retreat on the Ancre, but one reason undoubtedly was the continual pressure to which the enemy had been subjected by the British troops, in the form of heavy bombardments and constant infantry assaults. The severest weather did not deter our men. The above drawing illustrates an attack made on a certain German position at about half-past five on a snowy morning, by "the cold light of stars" and a winter moon. The line of the enemy's front trenches may be dimly discerned in the background, beneath the continuous white cloud of bursting shrapnel shells from the British artillery. Beyond are seen the roofs of a village and a few rockets going up from the enemy's support-trenches behind. In the foreground are the British trenches, with three German shells bursting in or near them, and the ground pitted with recent craters,

BARRAGE FIRE: OUR TROOPS ADVANCING TO ATTACK GERMAN FRONT-LINE TRENCHES.

showing black against the surrounding snow. Some of our troops are still in their trenches; others have gone "over the top" and are advancing at a steady walking pace and clad in their winter overcoats, following close behind the British artillery barrage towards the enemy. Some of our men, in the centre of the drawing, are moving along a sunken road, which was crossed by the German front line at a point just to the right of the black shell-cloud which is the middle one of the three. The road was nearly flat on its left side, while the right bank was five or six feet high. At the time which the drawing represents, the attack had only just started; otherwise, it is pointed out, the whole place would be shrouded in the smoke which quickly obscures everything during such an action.—[Drawing Copyrighted in the United States and Canada.]

HALF AN HOUR BEFORE SUNRISE ON A FEBRUARY MORNING: THE ATTACK ON SAILLY-SAILLISEL.

DRAWN FROM MATERIALS SUPPLIED BY AN EYE-WITNESS.



FOLLOWING CLOSE IN REAR OF THE BARRAGE-FIRE OF OUR GUNS: THE INFANTRY GOING FORWARD IN THE MIST TO STORM THE POSITION WITH THE BAYONET.

"We attacked this morning an important enemy position on the highest point of the Sully-Saillisel Hill on the Somme front (midway between Bapaume and Péronne). We gained the whole of our objectives and captured a machine-gun and 78 prisoners, including 2 officers." So Sir Douglas Haig telegraphed in his despatch to the War Office from Headquarters on the evening of February 8. It was an early morning attack, half an hour before sunrise, with a light winter mist over the scene, and the ground covered with deep snow, frozen firm and hard on the surface. As seen in the drawing, our infantry followed hard on the heels of the shell-bursts from the artillery barrage-fire. The advanced-line men are shown as they moved forward at a steady pace, bayonets at the ready, to storm the German works, as the barrage-

fire lifted to shift on ahead stage by stage. Close in rear of these (in the foreground of the illustration) came on our second line of infantry in support; keeping up at a short distance behind the others as they pressed on across the broken ground through the sparse brushwood of the copses below the hill. Until Christmas the neighbourhood of Sully-Saillisel formed part of the French front north of the Somme; about half a mile north of the St. Pierre Vaast Wood, where the Germans were in force and strongly organised. Since the action here illustrated, of course, our troops have made considerable advances, capturing, among other places, Serre, Petit Miraumont, and Gommecourt.—[Drawing Copyrighted in the United States and Canada.]

FANGS OF THE BRITISH "LION": A WAR-SHIP'S "CHASERS."

CANADIAN WAR RECORDS PHOTOGRAPH. COPYRIGHT RESERVED.



ON BOARD A GRAND FLEET BATTLE-SHIP: THE UPPER DECK TURRETS AND GUNS VIEWED FROM ONE OF THE TOPS.

The view here given shows at a glance the disposition of a modern battle-ship's turret or barbette guns. The method of arrangement is practically the same for battle-ships built within the past ten years in all navies. The view is taken from one of the tops of a war-ship. Four of the ship's heaviest guns, or "main armament," are shown, mounted two by two, each pair in a turret or barbette. The upper pair, when firing end-on, directly ahead as in chase of an opponent—or directly astern in a retreating action—have a command of fire some feet above and clear of the armoured roof of the

lower turret, so that the gunners inside the lower turret run no risk of injury from the blast of the upper guns. The guns of the upper turret are shown at full length in the foreground of the illustration, projecting over the roof of the lower turret in advance. Just the edge of the roof of the upper turret may be seen at the bottom of the illustration. Turret guns are mounted in the same manner for action at either end of the ship. For broadside action, or when engaging at an angle with the ship's course, the upper turret guns fire well away from the roof of the lower turret.

THE SECRET OF BRITISH MASTERY AT SEA: GUNNERY PRACTICE.

CANADIAN WAR RECORDS PHOTOGRAPH. COPYRIGHT RESERVED.



ON BOARD A GRAND FLEET CRUISER: FIRING PRACTICE ON BOARD ONE OF OUR LATEST SHIPS, UNDER SIR DAVID BEATTY'S COMMAND.

In the Heligoland Bight action, and in the battles of the Dogger Bank and of Jutland, one outstanding feature of all these three encounters, specially remarked upon officially, was the superb marksmanship of our seamen-gunners. The destructive and marvellous accuracy of their shooting was maintained at every range during the different stages of each engagement. The good shooting was characteristic of the gunners on board every class of ship from the "Iron Duke" or the "Lion" down to the smallest of the light cruisers or the destroyers. With their ships tearing through the water at top speed, and the

enemy constantly shifting position, hit after hit continued to be scored. The secret of it all was, of course, constant target-practice and firing exercises carried out, after the Navy method, under all conditions of weather at sea. For years before the war, "gunnery, gunnery, gunnery" was, so to speak, the Navy's watchword. It has been the same with the Grand Fleet ever since the war began. Gun and target practice goes on incessantly on board every ship. The illustration shows one of our newest cruisers doing her turn at firing exercise.

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.BRINGING THE GOLDEN FLEECE, WHICH SIBYRS BELIEVED TO BE A KEEPER OF
SPIRITS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

OUR WOODLANDS AND THE WAR.

THE toll which is now to be levied on our woodlands, as a result of German "Frightfulness," will, it is to be hoped, be levied with discretion—that is to say, under expert supervision—for the consequences of irresponsible felling may prove serious in the not-distant future. Nowadays our woods and plantations are merely commonly regarded as charming features of the landscape or as groves sacred to the pheasant. In reality they are much more than this; and our failure, as a people, to realise this fact is due to our official neglect of the scientific study of forestry.

To-day, about half of England and about three-fourths of Ireland and Scotland may be described as green with grass of some sort. But this is a purely artificial state of things. For time was when Great Britain was covered with almost continuous forest. During the last few hundred years, however, from one cause or another, the trees have been gradually cleared away. Yet relics of these old forests still linger among us.

The introduction of the beech by the Romans probably had no very definite aim, but it was followed by quite unexpected results, since it accounts, among other things, for the abundance of pigs in Ireland to-day! For the beech-tree, introduced into our vast forests of oak, added the beech-nut to the heavy crop of acorns which served as mast for pigs, which in Anglo-Saxon times outnumbered all our other domesticated animals. For centuries great droves of them, attended by swineherds, roamed about the forest glades, as readers of "Ivanhoe" are vividly reminded. A survival of this method of pig-culture existed in Serbia and the forest lands of the Balkan Peninsula until the outbreak of the present war. The important place which the pig holds in the rural districts of Ireland, where it is cherished as a household pet, is to be explained as an indication of the late prevalence of the forests there.

Our earliest industries were rooted in our forests. These industries were tanning and iron-ore smelting. The last-named played havoc with our forests. The work of destruction began with the Romans, who demolished the great Forest of Dean, in Gloucestershire, in their smelting operations. But their methods of extraction were so imperfect that the refuse from their furnaces was re-smelted by British smiths centuries after. They

fed their furnaces, indeed, from this source for a period of nearly three hundred years. The forests of the Weald, or "wood"—from the German *Wald*—of Sussex and Kent were slowly consumed in like manner during long centuries of smelting the iron ores of this region. In like manner, and for the same reason, the Forest of Arden, near Birmingham, was swept away. With the exhaustion of the wood supply, iron-smelting declined

to be avoided, of exposing the soil to the denuding action of rain, whereby it is washed down to the rivers, silting them up, and rendering them less navigable. The silting-up of broad river channels from this cause has cut off many inland cities from the merchandise brought to them by tide-borne craft from distant seas—such, for example, are Lincoln, Norwich, and Canterbury.

Many tokens of the decline of our forests are to be met with up and down the country. The half-timbered houses in the Weald of Kent, for example, point to the period of transition which foreshadowed the extinction of the forest and the use of brick. The use of iron for ship-building was largely hastened by the serious shortage of oak-trees. Great Britain is not the only island to sacrifice its forests for smelting purposes. Centuries ago, the island of Cyprus was despoiled of its trees to furnish fuel for the smelting of copper. Our word copper, indeed, is derived from the name of this island, which was probably the first source of this metal.

It is to be hoped that, when the woodman begins his work, care will be taken to leave a sufficient number of trees standing to afford shelter for the young trees that must be planted to fill the gaps now made. For forests thrive under conditions which do not permit of easy restoration of tree-growth should it once be removed. Trees afford shelter to one another, and to the undergrowth. But on naked, wind-swept uplands the saplings are twisted and the soil washed away, so that only after infinite labour and endless expense can re-afforestation be achieved. The great peat-bogs of Ireland are witnesses of the evil results of the ruthless and wasteful destruction of forest-land.

It is devoutly to be hoped that for every tree felled another will be planted, and in this a wise choice should be displayed. And a no less nice discrimination must be shown in the re-afforestation which is promised in regard to land otherwise unproductive. There is a danger that conifers may take too large a place. If we are sincere in our professions of regard for those who come after us, valuable timber trees like the oak will be allotted their due place in the scheme of the School of Forestry which must presently be placed in charge of the nation's forests, which, if they be skilfully administered, will prove an invaluable asset both in times of peace as well as in war.

W. P. PYCRAFT.



WITH THE GRAND FLEET. THE "IRON DUKE" TAKING IN STORES.

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with us, passing into the hands of Germany. But it was happily revived among us again in the eighteenth century, with the realisation that coal would serve our needs as well as wood. But though the forests of past geological epochs, in the form of coal, have come to our rescue, charcoal still affords a superior fuel for smelting purposes; hence it is that in Scandinavian countries and in parts of Russia, where there are abundant supplies of wood, charcoal is still used—at any rate, for certain superior grades of iron and steel. But here careful husbanding ensures against the dangers of a wood famine, and the further evil, no less

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAIN, LAFAYETTE, ELLIOTT AND FRY, AND LANGFIRE.



2ND LIEUT. DESMOND H. INMAN,
Royal Engineers. Son of Mrs.
Francis Inman, Yew Court, Sealby,
Yorkshire.



CAPT. A. C. FERGUSON,
Australian Infantry. Son of Mr.
Justice Ferguson, Supreme Court
of New South Wales.



2ND LIEUT. R. L. FORTUNE,
Royal Scots. Son of Mr. and
Mrs. Rutherford Fortune, of
Edinburgh.



CAPT. WILLIAM ODELL, M.C.,
Indian Infantry. Son of the late
Capt. William Odell, Ardmore,
Co. Waterford.



2ND LT. N. C. A. NEGRETTI,
Middlesex Regt. Youngest son of
Mr. and Mrs. H. P. J. Negretti,
Manor House, Frogna, Hampstead



CAPT. F. W. H. SIMPSON,
R.G.A. (attd. R.F.C.). Son
of Professor and Mrs. W. J.
Simpson, York Terrace, N.W.
Mentioned in despatches.



MAJOR J. WALSH,
Royal Fusiliers. Has been
officially reported by the
War Office as having died
of wounds.



CAPT. G. R. TREADWELL,
East Lancashire Regt. Has
been officially reported by
the War Office as killed
in action.



LIEUT.-COL.
R. J. F. MEYRICKE,
Royal Fusiliers. Was
the elder son of
Mr. R. H. Meyricke,
of No. 13, Cleveland
Gardens, Hyde
Park, W.



LIEUT.-COL.
W. M. MACFAR-
LANE, D.S.O.,
Highland Light In-
fantry (attd. Seaforth
Highlanders). Son of
late Mr. John Macfar-
lane, M.V.O., D.L.



LIEUT. HAROLD BRINDLEY
ROBB,
Army Service Corps. Mentioned in
despatches. Died of gas poisoning.



MAJOR MAURICE A. BLACK,
Dragoon Guards. Served in Boer War; Queen's
and King's medals with five bars. Was a well-
known polo player.



CAPT. GERALD MAX MAYER,
London Regt. Eldest son of
Mr and Mrs. Max Mayer, Bolton
Gardens, S.W.



2ND LIEUT. KENNETH HINDE,
K.O. (R. Lancaster Regt.). Son of
Mr and Mrs. Charles Hinde, West
Kirby, Cheshire.



2ND LIEUT. RONALD W. A.
WATTS, M.C.,
Worcester Regt. Son of Rev.
Alan. H. Watts, Vicar of Lenton.



LT. CHARLES MCEACHRAN,
Devonshire Regt. Son of Mr.
J. J. McEachran, "Belmount,"
Campbeltown, and Cardiff.



LIEUT. A. MCW. LAWSON-
JOHNSTON, M.C.,
Grenadier Guards. Son of late
Mr. John Lawson-Johnston.



2ND LT. J. ROLAND FREEMAN,
Northumberland Fus. Son of late
Mr. John Henry Freeman, Harborne,
and of Mrs. Bye, Upper Tooting.

LADIES' PAGE.

LORD BUCKMASTER'S Bill to enable women to qualify as solicitors passed the second reading in the House of Lords without a single vote against it, although two ex-Lord Chancellors declared their opposition to the measure. As Lord Buckmaster observed, "Into every avenue of life into which women have advanced they have had to force the gates; they have never been opened from within." This has been true of the profession of the Law in other countries. Women are now able to appear as barristers in the highest Courts in France, in the United States, and in most of our own Colonies; but in every case the doors were jealously guarded by those within, and had to be forcibly pushed open by Acts of Parliament. These were passed by legislators who, nevertheless, were prepared to die in the last ditch rather than admit that women were equally capable with themselves of performing their own exceedingly superior functions. At this moment, the taxi-drivers' union is threatening a strike if "one woman driver is licensed to take out a cab!" So it is from the highest to the lowest! It is frequently possible to persuade men, however, that women are capable of successfully undertaking some other man's job; and this is fortunate, as it is by this means that the previously unsuspected and even hotly or contemptuously denied abilities of our sex are proven.

Once the thing is done, it is quite usual to find a large number of the men working with women quite satisfied with the result. This has especially been the case in Medicine. Women had to be admitted to that close borough by an Act of Parliament, which was most strenuously opposed by the immense majority of those already within the pale; but, after sufficient experience, the leaders of the profession have again and again, especially recently, testified to their satisfaction with the work of women in the profession of healing, and in surgery particularly. In America, quite a number of men and women lawyers have married, and practise happily in partnership. The Bar is probably the best legal field for the exercise of women's special abilities. Is it not an age-old reproach against us that we are too talkative? But the same natural fluency of speech and readiness of expression that are merely exasperating when used by an empty-headed or illogical female are powerful and precious weapons when at the service of a trained and self-controlled mind, filled with knowledge, and skilled in ratiocination.

When any substitute for meat or bread is largely adopted, the unfortunate but inevitable result is to bring about a scarcity in the substitute; but, so long as they last, dried foods may be now recommended as a simple device of economy. Thus, bloaters are much more economical as food than fresh herrings, supposing the prices are nearly equal, because in the fresh fish a very large proportion of the size and weight is merely water. There are various brands on the market of dried milk and dried eggs, which deceive themselves if they really think, as they boldly state, that they are as nice as the fresh products;



AN ARTISTIC TEA-CROWN.

Of palest flesh-pink crêpe-de-Chine and parchment-tinted lace trimmed with shaded-pink chiton roses. The schu-like drapery, which forms a train at the back, is of Rose du Barri dull charmeuse.

but they do contain the same nourishment, only the water having been dried out, and hence, being prepared when and where the articles were cheapest, these are economical substitutes. The dried pulses, again—oatmeal, lentils, green peas, haricot beans, and so forth—have parted with, and will on soaking again take up, a great deal of water, and thus the price per pound represents a far larger volume of food, weight for weight, than when fresh. Dried fruits, especially apples, prunes, apricots, can be used for the nursery with advantage, as long as they last. In preparing all such forms of food, it is most important to take care that the water which has dried out is fully replaced, first, by prolonged soaking, and secondly, by sufficient cooking. We are all well on the way to learn how appetite is improved by scarcity. There is a prisoner recorded in history, named Trenck, remarkable for the number of extraordinary escapes that he effected, with the bad luck always to be recaptured. In one prison he was allowed no food for eleven months but one and a half pounds of bread a day, and when this was raised to a ration of six pounds he declares that "a full feast of this coarse ammunition bread caused me extreme joy, so that I absolutely shed tears of pleasure. Remember this, ye who gorge, and ye who rack invention to excite an appetite which yet you cannot procure—the simple means that will give a crust of mouldy bread a flavour more exquisite than all the profusion of land or sea is to grow truly hungry; do this, and you can easily indulge in sensuality!" Thus can we make our families rejoice in omelettes of dried eggs and cutlets of haricot beans.

Quite a charming new idea, yet fairly economical, and very easy, comfortable, and sensible, is the costume entirely of stockingette, which has had an immense vogue in Paris recently, and has now evaded all dangers and reached our shores. It is ordinary silk or wool stockingette, such as we are familiar with for jersey coats; but not only are skirts now made to match the coats, but the material is extremely successful in the guise of the fashionable loose-fitting one-piece dresses. Quite a novelty is a figured stockingette, like a brocade. A dark Paisley pattern and colourings made a very handsome garment of the coat-frock type. Another charming one was in plain golden-yellow, the silken surface shimmering almost like the precious metal. It was relieved with black; it had a little collar, cut so as to stand rather out from the neck at the back only, of black-and-gold brocade, and a narrow belt of the same; while on the shoulders and down the top of the sleeves to near the elbows the garment opened, with eyelet-holes of black threaded through with black cord ending in small black-and-gold tassels; and some gold embroidery formed wide bands just under the waist-belt on either side of the front. This, of course, was quite sumptuous; but very charming little frocks come also in the ordinary wool stockingette, which can now be bought by the yard at a quite reasonable price. A feature of the jersey material, whether silk or wool, is the exquisite shades in which it is dyed. FILOMENA.

**'To CURE—is the Voice of the Past.
To PREVENT—is the Divine Whisper of the Present.'**



INDOOR WORKERS.

When brainwork, nerve strain, and lack of exercise make you feel languid—tired—"blue"—a little

ENO'S 'FRUIT SALT'

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient for over 40 years has been the standard remedy for constipation, biliousness, impure blood and indigestion.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most dependable digestive regulator.

It is not from what a man swallows, but from what he digests that the blood is made, and remember that the first act of digestion is chewing the food thoroughly, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A judicious Rule.—"1st, Restrain your appetite, and get always up from the table with a desire to eat more. 2nd, Do not touch anything that does not agree with your stomach, be it most agreeable to the palate." These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

'A LITTLE at the RIGHT TIME, is better than Much and Running Over at the Wrong.'

ENO'S 'FRUIT SALT' IS SOLD BY CHEMISTS AND STORES THROUGHOUT THE WORLD.

Prepared only by

J. C. ENO, Ltd., 'Fruit Salt' Works, LONDON, S.E.



PIONEERS

PIONEERS ARE THOSE MEN OF ENTERPRISE WHO GO AHEAD, AND KEEP AHEAD OF THE CROWD

Tootals, who were weaving cotton fabrics in the old days of the hand loom, have always been pioneers. They were among the first to manufacture by steam power, to apply spinning and weaving inventions, and to send Manchester cottons round the world.

Tootals have also been quick to apply all cost-reducing machinery, but they steadily refuse to adopt those processes that secure an artificial value of appearance at the expense of quality.

The pioneer spirit of Tootals is now evidenced in their policy of a world-wide guarantee of all their goods listed on this page. Nor does this old British firm falter in these days of War prices for cotton, labour, and dyes: the advance in price of Tootal goods is noticeably light, thanks to the heavy advance purchases which are an essential part of the Tootal Policy.

All Tootal quality cottons are easily identified by selvedge mark or otherwise, and all are guaranteed sound and satisfactory. This Tootal Policy is everywhere popular with the discerning public, and with drapers.

A PIONEER REPUTATION THAT DATES FROM HAND-LOOM DAYS IS BEHIND ALL THESE TOOTAL MARKS.

TOOTAL GUARANTEED COTTON FABRICS

SOLD BY HIGH-CLASS DRAPERS & OUTFITTERS

TOBRALCO: A silky dress fabric, in a choice range of white and coloured designs for all purposes.

TOOTAL PIQUE: Double width; soft and supple, strengthened between ribs. In white and colours.

TARANTULLE: For Dainty Home-sewn Lingerie and Baby-wear. In three weights—40 inches wide.

TOOTAL SHIRTS FOR MEN: Ready to wear. Red Label and Blue Label.

TOOTAL SHIRTING for Ladies' and Children's wear. Wide range of patterns: 32 ins. wide.

LISSUE HANDKERCHIEFS for ladies. Dainty exquisite self-white and indelible colour border designs.

PYRAMID HANDKERCHIEFS for men. Correct self-white and exclusive indelible colour border designs; also Khaki.

TOOTAL CLOTH: The Guaranteed Velvet Fabric—more supple than silk velvet.

TOOTAL BROADHURST LEE Co. Ltd. MANCHESTER.

LONDON, 132, Chesapeake E.C.; PARIS, 42, Rue des Jeuneurs; NEW YORK, 337, 4th Avenue; TORONTO, 726, Empire Buildings; MONTREAL, 45, St. Alexander Street.

OVERSEAS AGENTS.

AUSTRALASIA, MELBOURNE, Stoddale & Sons, Pty. Ltd., Ficks Buildings, SYDNEY, Stoddale & Sons, Pty. Ltd., York Street.

NEW ZEALAND, WELLINGTON, J. Gress & Co., 69, Victoria Street.

SOUTH AFRICA, CAPE TOWN, West & Robinson, P.O. Box 580. JOHANNESBURG, Transvaal, West & Robinson, P.O. Box 2905.

PAUL E. DERRICK—LONDON

TOOTAL BROADHURST LEE CO. LTD.

NEW NOVELS.

"In the Wilderness."

In order to make plain his purpose, Mr. Robert Hichens has found it necessary to exaggerate the types of women he would contrast. His story treats of the shuttlecock of a man's soul, tossed between the goodness of the woman he loves and the wickedness of the woman who ensnares him. Now, the goodness of Rosamund when she is good, and the badness of Cynthia Clarke when she is bad, are depicted in "In the Wilderness" (Methuen) as states entirely without light and shade. Rosamund's goodness is of the most stodgy, tactless, flat-footed, domestic quality. She is, in fact, a hopeless bore, or at least that is how she arrives to the reader, though Mr. Hichens may have conceived her otherwise. On the other hand, Cynthia is so abominably and perfectly wicked that it is quite plain she never existed before outside sensational melodrama. She does the thing far too well. Both these ladies had to be, as we said before, to serve their creator's ends; but we cannot help thinking that Rosamund leavened with a sense of humour, or Cynthia with some imperfections in the accessories of her diabolical art, would have been quite as engaging, and would have borne a closer resemblance to human beings. "In the Wilderness" is tremendously long. It begins with pages and pages of Rosamund, the mother-woman, rhapsodising over the baby that is to be. She has no sense of proportion about her baby, being a profound egoist—hence the subsequent disaster. Dion, her loving husband, found her adorable. Most people, we think, would have found her tiresome. It all comes right in the end. But is this any more likely than the rest of the plot? Can an egoist change her nature, any more than a leopard can change its spots? The book is by no means Mr. Hichens at his best.

"The Eyes of the Blind."

The sea-scarred coast between Bedruthan and Padstow, with its chequer of wind-swept parishes, has become a novelists' happy hunting ground. Not

without reason, for, if ever there were a place wherein to see visions and dream dreams, it is among the sands of Constantine, where the ruined church crops out of dunes and rabbit-burrows, or in Mother Ivey's Bay, or where the tide spins and swirls across Porthcowan beach. These things are used effectively by Miss M. P. Willcocks in "The Eyes of the Blind" (Hutchinson), and some of their ageless charm is conveyed to the reader. The plot concerns itself with the loves and aversions of a little group of Cornish people, and, since the publisher has labelled it "powerful," we may accept the definition for want of a better. To our mind, the material in "The Eyes of the Blind" is potent stuff

husband and her impulse towards Gilbert Carlyon, we feel that what Miss Willcocks suggests is beyond acceptance—unless she means us to take a woman in hysteria as a high example of devotion. And we don't believe in Dorothy's hysteria, either. The ugly little encounter is incompatible with her reasonable character—and there we have Miss Willcocks's rough edges again.

"The Dividing Sword."

We must confess our heart sank on discovering, in the first chapter of "The Dividing Sword" (Mills and Boon), one Count Rudolph von Adelhaus "sitting in his rooms overlooking the great quadrangle of Christ Church

College, Oxford, in the early summer of 1914." Lest other people should suffer from the same apprehension, we make haste to reveal, by process of elimination, a little of Mr. Harold Spender's plot. The Count is not a German spy. He does not return to Germany to cross swords with his brother undergraduates in a Flanders trench. He has nothing to do with a secret submarine base, and he is innocent of the manipulation of guide-lights for Zeppelins. A war-story that has broken adrift from these conventions deserves, we think, some commendation. Adelhaus is, as Mr. Spender puts it, the victim of fate, who came between the millstones of two great opposing nations, and was crushed. His is a sad story, and possibly in some respects a true one. We do not, however, believe that the Colonel of the Midland (or any other) Battalion would receive an official telegram as explanatory as the one that warned him—"Postpone movement of your battalion. Submarines signalled off port of departure." This is an artless touch that does credit to Mr. Spender's faith in human nature. The Lusitania riot in the East End of London is good; but more stress should have been laid on the mischievous element in the mob. It was not the patriots and the bereaved who went window-smashing, but boogymen ripe for any row and women with an eye to free groceries.



WITH THE GRAND FLEET: A DESTROYER ALONGSIDE THE "IRON DUKE."

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rather awkwardly handled, and, as we see the story, moving less in chapters than in jerks—now running freely, and now making heavy weather of the journey. Miss Willcocks has definite ideas and opinions of her own; but her style is careless of a fine lucidity, or of "filing out," as "R. L. S." would have put it, "to the fraction of a hair." There is something big in the picture of the Carlyon family at Lanveau. Madame is a character of fire and feeling; but even Madame is rough-edged in the execution. The outstanding incident is, undoubtedly, the birth and the passing of the hydrocephalous baby—a striking bit of minor tragedy. As for Dorothy's relation with her

in some respects a true one. We do not, however, believe that the Colonel of the Midland (or any other) Battalion would receive an official telegram as explanatory as the one that warned him—"Postpone movement of your battalion. Submarines signalled off port of departure." This is an artless touch that does credit to Mr. Spender's faith in human nature. The Lusitania riot in the East End of London is good; but more stress should have been laid on the mischievous element in the mob. It was not the patriots and the bereaved who went window-smashing, but boogymen ripe for any row and women with an eye to free groceries.

**For the Nurse and Munion Workers**

Now so many ladies are engaged in nursing our wounded soldiers and doing all kinds of rough and dirty work in the National Cause, they find it a matter of considerable difficulty to keep their hands nice. The continual use of water ruins the skin and makes the hands rough and harsh. The way to avoid this trouble is to apply a little La-rola every time the hands are washed.

BEETHAM'S
La-rola

is a delicately scented toilet milk, neither sticky nor greasy, and is easily absorbed by the skin. It is very economical to use, a good sized bottle costing only 1/1. You can get it at all Chemists and Stores.

**PALE COMPLEXIONS**

may be greatly IMPROVED by just a touch of "La-rola Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes, 1/.

M. BEETHAM & SON,
CHELTENHAM, ENGLAND.

**Baby's First Love**

His Bottle of
Savory & Moore's Food.

Of all Chemists and Stores,
in 1/-, 2/-, 6/- and 10/- Tins.

**SAVORY & MOORE'S
FOOD**

**White Sale.**
Bargains in Lingerie**An example:**

No. I.W.S. Nightdress in crêpe-de-Chine, Kimono shape, trimmed Valenciennes lace edging. Smocked in front to give fullness. Colours: pink and white. Price each 27/9

Sale lasts from March 5 to 17.
Catalogue describing many
bargains, sent free.

**ROBINSON &
CLEAVER LD.**

THE LINEN HALL,
REGENT STREET, W.

Bell's THREE NUNS TOBACCO

"Sweet, when the morn is gray,
Sweet, when they've cleared away
Lunch — and at close of day
Possibly sweetest."

A Testing Sample will be forwarded on application
to Stephen Mitchell & Son, Branch of the Imperial
Tobacco Co. (of Great Britain and Ireland), Ltd., Glasgow.

"King's Head" is similar but stronger.

BOTH ARE OBTAINABLE EVERYWHERE

PER **8^d** OZ.

"THREE NUNS" CIGARETTES
MEDIUM. 4d. for 10.

1/7 for 50 in cardboard boxes.

No. 529



Tasteful Lighting.

THE most artistic and pleasing effects
in the illumination of a Dining Table
or a Drawing Room can only be
obtained by the use of a soft light; other-
wise subtle contrasts in light and shade
are impossible. The mellow light of

PRICE'S CANDLES

(93 Awards)

casts the softest of shadows.

Its restful rays emit no enervating
glare, while, to quote the words of an
authority on the subject, "through
hereditary association of ideas, its
warm, orange-yellow colour suggests
to the mind brightness and mirth."

Moreover, it is not an exaggeration
to say that the softer the light the
more brilliant the conversation.

GRAND PRIZE PARASTRINE SHADE CANDLES
for use under shades that descend automatically.

GOLD MEDAL PALMITINE CANDLES
are especially recommended for general Dining and
Drawing Room use.

Of all dealers in High Grade
Candles.

**PRICE'S PATENT CANDLE
COMPANY LIMITED,**
London, Liverpool,
Manchester, Glasgow.



Lotus

"ARE Lotus prices," she asked
her bootmaker, "fixed in the
shop where the boots are sold or
at the factory where they are
made?"

"Always at the factory, Madam,"
he replied. "That's why the
prices are the same in every shop
where Lotus boots are obtainable.
But why do you ask?"

"Because I notice they have
gone up 1/6 a pair."

"Quite right, they went up at
Christmas, and I fear they will
shortly have to go up again to
meet the ever-increasing cost of
leather and wages."

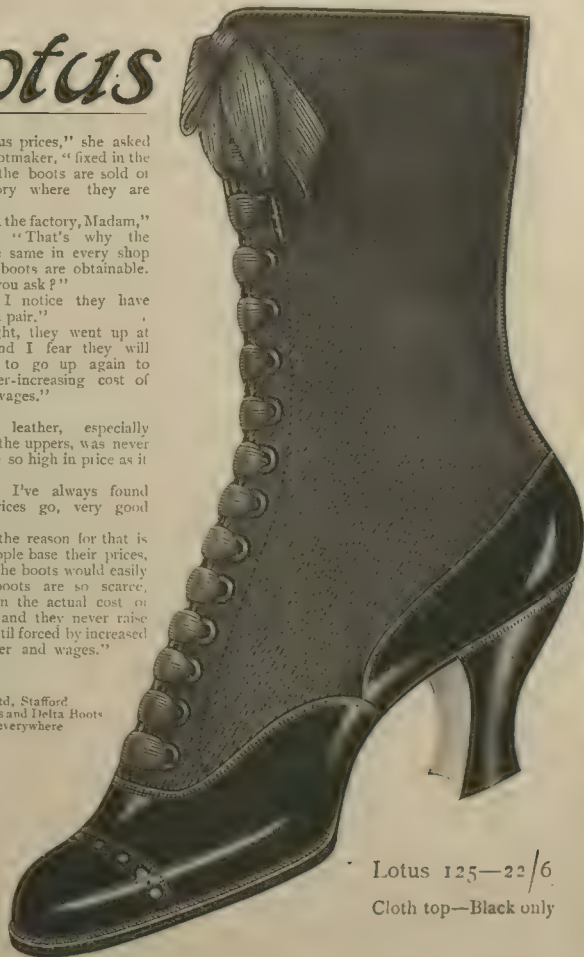
"Why?"

"Because leather, especially
glacé kid for the uppers, was never
known to be so high in price as it
is to-day."

"Yes, but I've always found
Lotus, as prices go, very good
value."

"Madam, the reason for that is
the Lotus people base their prices,
not on what the boots would easily
fetch now boots are so scarce,
but always on the actual cost of
manufacture, and they never raise
their prices until forced by increased
cost of leather and wages."

Lotus Ltd, Stafford
Makers of Lotus and Delta Boots
Agents everywhere



Lotus 125—22/6

Cloth top—Black only



LITERATURE.

Modern War-Work Pictures.

The keynote of the remarkable drawings in which Mr. Joseph Pennell has chronicled his impressions of war-work in the great munition-works and war industries in England—some of which were published in *The Illustrated London News*—is to be heard in a passage in the Introduction to the portfolio under notice, "Joseph Pennell's Pictures of War Work in England," with an Introduction by H. G. Wells (Heinemann). "Mr. Pennell," says Mr. Wells, "gives us the splendours and immensities of forge and gunpit, furnace and mine-shaft . . . Among them go the little figures of men, robbed of all dominance, robbed of all individual quality." Thus, despite the records of personal valour the splendour of supreme sacrifice makes Mr. Pennell's work eloquent of the contrast between war in the olden days and war to-day, in which the machine, soulless and material, is playing a part as a destructive agent more awful than that of men. "There is, till a delusion," says Mr. Wells, "that war is conducted and controlled by gentlemen in red tabs, gold lace, and spurs"; but this cynicism should not be passed over without comment; for, wonderful as are the achievements of science in making instruments of death, they remain inert and valueless mounds of metal until human intelligence, courage, and control are brought to bear. But, to turn to the consideration of Mr. Pennell's drawings as works of art, there can be nothing but admiration for them. His effects of vivid light and blackest shadow, mammoth force and fairy-like delicacy, are brilliant. He sees in "The Land

of Iron and Steel" a land of "mist and mystery in the morning, of glitter and glare at noon, of fire and fury at night." In referring to his "Shell Factory" illustration, he says: "It is wonderful to see these girls planing, grinding, polishing the shells; it fascinates, but is intolerable: it is horrible, when you think that all this is done to kill people. But you must not think—if you do you will go mad. The world is mad to-day." It should be added that, so far as Britain and her Allies are concerned, it is

under requisition for service with the armies. The young men will go out and fight; the married men will manufacture weapons and transport stores; the women will make tents and clothing, and nurse in the hospitals; the children will scrape lint from old linen. . . . The levy will be a general levy; unmarried citizens and childless widowers between the ages of eighteen and twenty-five will be the first to march." The passage applies with extraordinary aptness to the situation of

France and the Allies to-day—almost *au pied de la lettre*. It is taken from Barrère's speech to the Convention on the establishment of the Government of Public Safety on Aug. 23, 1793, which was pointedly referred to and in part quoted by M. Briand in the Chamber of Deputies in Paris when announcing France's answer to the German Chancellor's peace proposals. It will be found quoted at length in a book brimful of attractive and lively details—a storehouse of facts—about the great French Revolution, "The French Revolution," by Louis Madelin, a translation of which has been published as one of the volumes in Mr. Heinemann's series on "The National History of France." The story is told with an attention to detail that is worthy of Carlyle, and the author's method holds the reader's interest from first to last.

The result is that we have set before us the facts with photographic accuracy. It should make M. Madelin's work not only invaluable to all who take an interest in the most romantic and thrilling event of perhaps the whole history of the world, but also indispensable to every student of the period. Mr. J. E. C. Bodley, our highest living British authority on France and all to do with French history, contributes an introduction.



OVER SAND AS EASILY AS OVER SNOW: SAND-SLEIGHS WITH AWNINGS, USED BY THE RED CROSS IN THE OPERATIONS AGAINST THE TURKS.

The smooth, level, desert sand surface enables the sleigh-runners to glide along their path as quietly and gently and comfortably for the patients as do the ambulance barges on the canals of the Western Front.—[Photograph by Photopress.]

not a mad horror in which they are wantonly taking part, but a world-tragedy into the maelstrom of which they were drawn by considerations of honour and humanity.

France under Arms— "From this moment until that Revolution Days. in which every enemy shall have been driven out of the territories of the Republic every Frenchman is permanently

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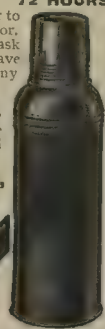
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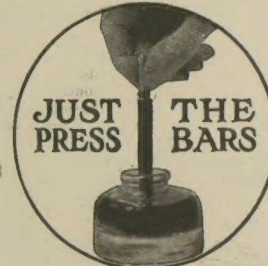
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THE CHRONICLE OF THE CAR.

Starting Difficulties in Cold Weather.

This winter has been one of the most trying to the motorist that I can remember. Not only has the weather been abnormally cold, but the low

grades of petrol which the exigencies of war have compelled us to use have immeasurably increased the trouble of starting cold engines. At one time and another I have heard of a great many shifts and devices for getting over the starting trouble, but an idea that a correspondent of the *Auto* has adopted with apparent success is about the quaintest I have come across. He says that he had made a pair of special blacksmith's tongs, large enough in the jaws to grip the inlet pipe. On cold mornings he heats these tongs to a red heat, grips the pipe until the latter has absorbed sufficient heat to vapourise the fuel, and the rest is easy. I daresay the plan works well enough, but it seems to entail more trouble than is necessary. I have always found that in the coldest weather an old towel wrung out in nearly boiling water and wrapped round the induction-pipe will serve as well as anything. Of course, if one cares to go to the expense of fitting one of the heating devices that have recently come into vogue for the purpose of keeping the water in the radiator hot, there

need be no trouble at all, since the hot water will keep the cylinder walls at a temperature sufficiently high to vapourise anything that can be called petrol. The best way of all seems to me to be the hot-wire resistance in the carburettor, like that employed in the Cadillac, for example. It takes very little current to heat it, and the petrol will thoroughly

some such device for initial vapourisation, or we shall never get our engines to start without great difficulty

Fewer Cars in Use. The *Times* recently published some exceedingly interesting figures relating to the numbers of motor vehicles in use in the British Isles. These census figures show that there has been a tremendous falling-off in the numbers of cars registered in the past two years. In fact, the difference is almost in the ratio of fifty per cent. In 1914 there were in use 281,175 cars. In 1915 the number had fallen to 137,066, but rose again last year to 150,249. The numbers of motor-cycles were 233,318 in 1914; in 1915, 147,904; and last year, 160,290. Industrial motor vehicles do not exhibit quite the same fluctuation, their numbers being, in 1914, 22,191; in 1915, 15,656; and in 1916, 21,358. The tremendous drop in the figures in 1915 for all classes is undoubtedly to be accounted for by the numbers of vehicles taken out of private service by the authorities for the purposes of the war, and either sent out of the country or retained here without registration. Some proportion, too, must be put to the account of those car-owners who laid up their vehicles "for the period of the war"; but, at a rough guess, I should say that not more than twenty per cent. of the difference is to be accounted

(Continued overleaf).



AN ITALIAN TROPHY FROM THE CARSO FRONT: BRINGING IN AN AUSTRIAN BIG GUN CAPTURED DURING THE ITALIAN ADVANCE BEYOND GORIZIA.

For ten years before the war the Austrians were at work converting the barren rocky ridges and heights of the Carso plateau into a chain of smaller-scale "Gibraltars." Heavy battle-ship ordnance was mounted in some of the Austrian works, now in Italian hands.

Italian Official Photograph.

vapourise in a very little while. If we are permanently to come on to the heavier grades of fuel, as seems very probable (the sort of stuff we are getting used to now), it will be essential for the car of the future to be fitted with

proportion, too, must be put to the account of those car-owners who laid up their vehicles "for the period of the war"; but, at a rough guess, I should say that not more than twenty per cent. of the difference is to be accounted

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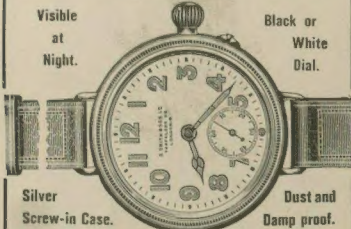
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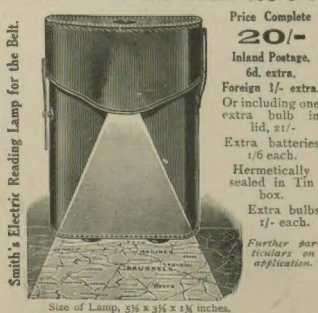
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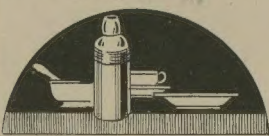

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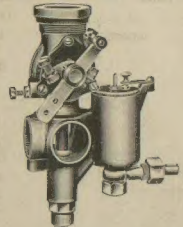
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Continued.) for in this way. A great many commandeered cars were replaced by their owners before the restrictions on imports of foreign vehicles became operative, and these would account mainly for the slight recovery in numbers shown by the figures of 1916. We see the influence of the replacement of requisitioned vehicles in the figures relating



AS A GUARD AGAINST NIGHT THIEVES AND PILFERERS: ON SENTRY-GO AT A COMMISSARIAT LANDING-DUMP ON A BEACH BESIDE SALONIKA BAY.

Official Photograph.

to industrial cars. These indicate that between five and six thousand cars were taken over by the Government on the outbreak of war. These were nearly all replaced by others during 1915, since we find that the figures of 1916 are very close up to those of the year of the commencement of the war. It will be interesting to compare these statistics with the car census of 1917 when that becomes available. That there will be a very substantial falling-off in the number of cars in private use goes without saying; but it will be very curious to know to what extent motoring has really been hit by the war.

The Rolls-Royce Report. Rolls-Royce, Ltd., are not issuing any statement of accounts for the year just closed, owing, as the directors' report says, to the extensive capital expenditure undertaken and in progress to meet the requirements of the Government, and consequential financial questions which have to be adjusted with Government Departments. The directors, however, recommend the payment of a dividend of 10 per cent., less income tax, which is not at all bad under the circumstances.

W. W.

THE PLAYHOUSES.

"THE MAN WHO WENT ABROAD." AT THE GLOBE.

It is much that the authors of "The Man Who Stayed at Home" have managed to dodge the fate always at hand for audacious folk who write sequels to popular pieces. That their sequel lacks much of the freshness of the play that inspired it is, of course, a foregone conclusion. This time their farce is better than the melodrama with which it is mixed, so that Christopher Brent's new adventures, no longer at home, but "abroad," though still in association with spies, have more the appearance of a series of grotesque episodes than of a connected story. Starting well enough with the idea of Christopher, as secret agent, replacing his double, a Cabinet Minister who is known to be sailing to America on a political mission, Messrs. Lechmere Worrell and Harold Terry's plot does not work up to any genuine excitement, and you think of the play retrospectively in terms of artificially comic situations. You think of the hero in gorgeously coloured pyjamas, of him in his bath robbed of those garments, and again of him locked up in a safe. Mr. Kenneth Douglas, as hero, emerges from all such ordeals of Christopher Brent with the imperturbability, the fortitude, the air of resolution which

tradition reckons British. Miss Iris Hoey, as a little siren who is at once the Englishman's tormentor and good angel, acts with delicious piquancy. And we get a clever study of a valet from Mr. Hignett, and broad touches of spy villainy from Mr. Eille Norwood. If the play might be more thrilling than it is, it is certainly entertaining.

"REMNANT." AT THE ROYALTY.

In its different way, and though it contains no such luridly picturesque a character as Svengali, "Remnant" bids fair to be as popular as "Trilby," and for rather similar reasons. It makes the same sort of artistic appeal with its Gavarni costumes and appointments, and its scenes of the Bohemia of Paris in the days of Louis Philippe. And with its innocent little slum-born heroine, who has so amusing a frankness of speech and so disarming an influence on irregularity of conduct, it has a not dissimilar sentimental appeal. Finally, if in Messrs. Michael Morton and D.

Nicodemus's story we have no "Little Billee," his place is taken by someone more interesting if less romantic—a poor young engineer who is an enthusiast for railways before the railway mania begins. So that the play has a variety of attractive features. But the most attractive of all is "Remnant" herself. You may doubt the possibility of her existence, and still more of her amazing ingenuousness. But her manoeuvres are so quaint and charming, whether she is keeping too amorous a Frenchman at arm's length or preaching marital loyalty to him and his reckless wife, or freeing the young engineer she loves from the virago who holds him in her thrall, that you are glad the playwrights at least believe in her reality, and are grateful to them for inventing her. Especially as she is handled by Miss Marie Löhr with just the right appreciation of humour and alternation of tears and smiles, and is made by her dainty and refreshing from first to last. Tony, the young engineer, is not a part that puts any great strain on Mr. Dennis Eadie's powers, but is played by him very pleasantly; and a like compliment may be rendered to Mr. C. M. Lowne and Miss Muriel Pope as the married



A QUARTER-OF-AN-HOUR'S WAYSIDE HALT FOR TEA: DRIVERS OF A BRITISH BALKAN FRONT TRANSPORT-CONVOY OF FORTY LORRIES, BOILING A KETTLE ON A FIRE MADE WITH OILED RAGS IN A ROAD TRENCH.

Official Photograph.

couple who disagree, and to Mr. Vibart as a kindly old writing-master; while sympathy, as well as praise, must go out to Miss Hilda Moore over her realistic treatment of the explosions of the termagant.

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The only Rational Laxative.

Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

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"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances and 'peccant humours,' gradually become stiff and friable to the point of resembling clay piping."

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms and pains; the least exertion produces exhaustion, and they become irritable, worried and melancholic."

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the TEMPORAL ARTERY."

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temple, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately."

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